

Connections

June 2010

Turning the Right Way

by Melissa Black

Motorists across Missouri are now turning the right way before turning left on Missouri roads, and saving lives in the process. A newer engineering solution, called J-turns, allows motorists to cross traffic on busy routes more safely, helping to reduce traffic crashes, fatalities and injuries. MoDOT has used these new intersection alternatives in several projects around the state and is hoping to expand their usage statewide.

“We’re hoping to prevent tragedy and save lives with these new projects,” said Leanna Depue, director of the Highway Safety Division.

A J-turn is an alternative to traditional roadway intersections on a four-lane divided highway. Instead of motorists crossing two fast-moving lanes of traffic like a real-life game of “Frogger” to get to the opposing traffic lanes, drivers turn right in the same direction the traffic is moving and then merge into the left lane

and make a left turn in the direction they intended to go.

According to Eileen Rackers, state Traffic Division engineer, the safety benefits of intersection alternatives like J-turns are huge.

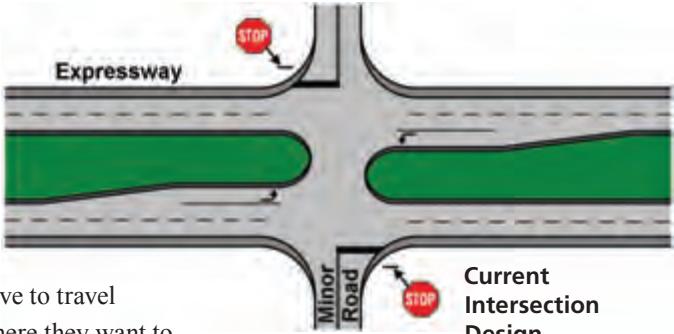
“There is much less chance of having crashes, especially angle crashes (commonly referred to as a t-bone) from anyone crossing the two lanes of traffic,” Rackers said. “Angle crashes can be very severe, and frequently lead to traumatic injuries and even fatalities.”

A typical four-lane divided highway with a crossover intersection has 42 possible vehicle conflict points, with the majority of those likely being high-severity crashes.

By installing a J-turn design intersection, conflict points can be reduced to as few as 16 and right-angle crashes can be completely eliminated.

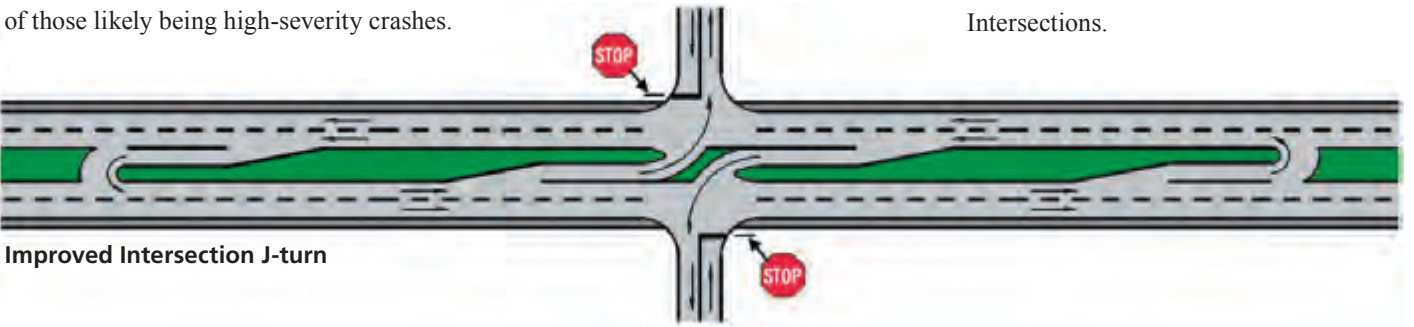
Although drivers will have to travel slightly further to get where they want to go, using J-turns can take the same or less time than trying to wait for an appropriate gap to cross traffic.

Currently in Missouri, J-turns are located on Route M in District 6, Route 13 in District 7 and four of them on the newly constructed Route 65 in District 8.



“While these projects are a great start, we really need to be doing more of these projects across the state to save even more lives,” Depue said.

These projects are part of the Missouri Coalition for Roadway Safety’s Targeted 10 in the Blueprint and Innovative Intersections.



Digging In Mississippi River Bridge Groundbreaking

by Andrew Gates

Top transportation officials in the United States were on hand as Missouri and Illinois broke ground for a new bridge over the Mississippi River between St. Clair County, Ill., and St. Louis, Mo.

U.S. Secretary of Transportation Ray LaHood joined Illinois Gov. Pat Quinn, U.S. Sen. Christopher Bond, U.S. Congressman Jerry Costello and other federal, state and local officials April 19 to break ground for the new bridge. More than 325 people from Illinois and Missouri joined them to celebrate the launch of bridge construction.

This was the second attempt to hold the event for the bridge. A February event was canceled due to weather, and bridge construction began in March.

LaHood praised the efforts of both states to include business and labor leaders,

elected officials and the other individuals who contributed to bringing this bridge to reality.

“Today is an example of the best bipartisanship in America, right here in the heartland of America,” said LaHood. “In the job I have, there are no Democratic or Republican roads or bridges. When people put down their agendas and put aside their egos and do what people want, great things can happen.”

This “great thing” will be a \$670 million dollar bridge over the Mississippi River -- the third largest cable-stayed span in the United States. The new four-lane bridge will have two 400-foot tall towers, about two-thirds the height of the Arch, to carry the 1,500-foot main span.

Leaders focused on two areas during speeches at the event – the overall eco-



Cathy Morrison

Dirt was joined from Illinois and Missouri to show how this project will join the two states. Pictured are (left to right) former MoDOT Director Pete Rahn, St. Louis Mayor Francis Slay, Congressman Russ Carnahan (Missouri), Congressman William “Lacy” Clay (Missouri), Secretary Ray LaHood, Congressman Jerry Costello (Illinois), Illinois Gov. Pat Quinn, Illinois DOT Secretary Gary Hannig, St. Clair County Chairman Mark Kern, Congressman John Shimkus (Illinois).

nomie impact of the project and the jobs – construction and otherwise – the bridge will contribute to the St. Louis Metropolitan area.

“We have come a long way,” said U.S. Congressman Jerry Costello, from Illinois. “We would not be here without

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MoDOT Lists 10 Work Zones to Watch Out For

To help ensure summer travels are as carefree as possible, we've developed a list of 10 work zones to be on the lookout for. The list provides information on how the work zones will affect travel and for how long. A video and clickable map providing more details about the projects can be found at www.modot.org. Besides these highway improvements, more than 200 bridges are scheduled for work this year under the department's Safe & Sound Bridge Improvement Program. In almost all

Highway work in southeast Springfield at the Route 60/Route 65 crossroads involves rebuilding an interchange; adding two new "flyover" directional ramps; building bridges to carry Route 60 traffic and ramp track over railroad tracks; and replacing, rehabilitating and widening several bridges. Lane and ramp closings will take place mainly at night. Delays are possible at the interchange due to traffic shifts and narrowed driving lanes. This portion of the project, scheduled for completion

I-70 will be reduced to two lanes on eastbound I-70 from downtown Kansas City to Van Brunt Blvd. until December. Afternoon rush hour eastbound traffic likely will be slowed into late fall. At the same time, work to improve access at I-70 and I-435 will impact more than 200,000 travelers heading to the Truman Sports Complex and other destinations. Work this summer is centered on 40 Highway and I-435 at the I-70 interchange. This project will slow traffic on the interstates and will close

Washington – Lane additions and improvements on Interstate 44 between Pacific and Route 100
This project consists of grading, drainage improvements, pavement replacement, a median closure and an additional lane added in both directions on I-44 between Pacific and the Route 100 (Washington) exit. This project will be completed in October 2010.

Crawford County - Interstate 44 resurfacing
More than 10 miles of the eastbound lanes of I-44 from just west of Route H to the Franklin County line will be resurfaced under this project. Restricted lanes and various ramp closures will begin this fall. This area carries 30,000 vehicles per day, and motorists should anticipate delays during day and evening hours while work is in progress.

Andrew County - Interstate 29 Overpass (Safe & Sound bridge)
Two bridges at the intersection of Routes 59/Business 71 with I-29 will get new decks. MoDOT will close one bridge at a time and move traffic head-to-head on the other bridge via crossovers. Daily delays are expected during morning and evening commutes. Work will continue through December 2010. The project will impact about 10,000 vehicles a day.

Chillicothe - Resurfacing Route 65 from Route 36 at Chillicothe to Iowa
This project involves resurfacing 57 miles across three counties of Route 65 from Chillicothe to the Iowa state line. Work includes shoulder improvements, as well as centerline and edge line rumble strips. Traffic will be reduced to one lane in the work zone areas. Route 65 carries more than 10,000 vehicles per day depending on the location. Moderate delays can be expected. Work will begin in May and be completed late fall.



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cases, the bridges will be closed during construction to lower the cost and allow for speedy completion.

10 Work Zones to Look Out For in 2010

Kansas City – kcICON - Interstate 29/35 reconstruction
Interstate 29/35 from Route 210/Armour Road to the northeast corner of the downtown Kansas City central business district loop will have restricted lanes and various ramp closures through July 2011. Two restricted lanes will be open daily 6-8:30 a.m. and 3:30-6:30 p.m. Expect delays during both peak and non-peak hours. This project includes construction of the new, landmark Christopher S. Bond Missouri River Bridge. The route carries 102,000 vehicles per day. For more information, visit www.kcicon.com.

St. Louis - Interstate 270 and Dorsett/Page - Interchange improvements
Traffic on Interstate 270 at Dorsett will be diverted to a bypass with reduced lanes during construction of a new I-270 bridge over Dorsett. The project also includes construction of a second auxiliary lane on northbound I-270 between Olive and Page. Work will continue day and night through fall 2010. The project is estimated to impact 171,000 vehicles.

Springfield - Route 60/65 interchange reconstruction and six-laning project

in October 2012, affects about 125,000 vehicles a day. In addition, eight miles of Route 65 between Route 60 and I-44 in east Springfield will be widened to six lanes. The project also includes replacing, rehabilitating and widening a number of bridges. Delays are possible due to traffic shifts, narrowed driving lanes and reduced speed limits. Work will be finished in October 2011.

Cape Girardeau, Perry and Pemiscot Counties - Interstate 55 improvements
Work to improve northbound Interstate 55 from Route 61 at Fruitland to Route B at Biehle is under way. Traffic is shifted to use the southbound lanes and is running head-to-head from Route 61 to south of the Route KK ramps. The Route E northbound on and off ramps will also remain closed. The northbound lanes of I-55 in Cape Girardeau and Perry counties carry approximately 8,300 vehicles daily. Completion is anticipated in fall 2010. In addition, improvements to northbound I-55 from Route U/J to Route 164 in Pemiscot County began this April. Traffic will be shifted to the southbound lanes only. This section of I-55 carries approximately 19,200 vehicles a day. Work is expected to be finished this summer.

Kansas City – Interstate 70 improvements
MoDOT is rehabilitating 14 bridges on I-70 and improving the I-70 and I-435 interchange. To repair the bridges,

40 Highway during the summer while a new bridge is constructed.

Jefferson City - U.S. 54 Eastbound/ U.S. 63 Northbound Missouri River Bridge
Construction of a pedestrian/bicycle attachment on the existing bridge will close the Main Street ramp. Lanes across the bridge will be narrowed and some lane closures may be necessary at times. Motorists should expect delays. The route carries nearly 50,000 daily motorists. Work will be ongoing through May 2011.

Digging In continued from page 1

the help of a lot of people, both past and present. This is about jobs, this is about economic development, this is about reducing congestion, it's about getting commerce from one coast to the other coast of the United States and its about improving the quality of life of the people who live in the St. Louis metropolitan region.”
Costello was one of two driving forces behind finding funding for the bridge. He was praised by attendees for his efforts. The other driving force was U.S. Sen. Christopher Bond from Missouri.
“The bridge will drive economic development in the bi-state region for years to come,” said Bond. “When we say economic development, that’s a big

term that means jobs, jobs, jobs. That’s what we are looking for and that’s what we need.”
The senator referenced a report by the St. Louis Regional Chamber and Growth Association that estimates that the bridge project will create more than 1,500 jobs annually through 2014, and will have an economic impact of more than \$235 million for Illinois and Missouri.
“The building of this bridge is going to create a lot of economic opportunity for many, many hardworking people,” said Quinn.

It's All in the Mix

by Kristi Jamison

MoDOT is embracing new greener technologies that are saving the department some green as well.

When resurfacing highways, MoDOT has traditionally used a type of asphalt that requires extremely high temperatures - 300 degrees Fahrenheit - to produce. Now it is using warm-mix asphalt on some projects, which lowers the temperature needed for production by up to 100 degrees. With decreased production temperatures come lower emissions, some by 70 percent, from burning fuels, fumes, and odors generated at the plant and at the paving site.

A cleaner environment is just one benefit. The lower temperatures used to produce warm-mix asphalt also improve pavement density, which lengthens a road's life. The stronger the road, the longer it lasts, resulting in less money spent for repair or replacement work. We also save taxpayers an average of 10 to 30 cents per ton when using warm-mix asphalt versus traditional hot-mix asphalt, because less energy is used to get it ready for the road.

Another positive feature of warm-mix asphalt is that it extends the work year. Traditionally, a paving schedule starts in April and ends in October. Because warm-mix asphalt works well in colder

temperatures, it allows paving work to stretch from March through December.

While warm-mix asphalt is proving its worth, MoDOT still continues to beef up its efforts to make hot mix asphalt projects more economical and environmentally friendly, too.

With the number of contractors in Missouri using recycled asphalt and tear-off shingles growing, so are the number of projects using them as a hot mix asphalt material. In 2009, MoDOT used a half-million tons of reclaimed asphalt pavement (a process known as Hot In-Place Recycling) and 53,000 tons of recycled asphalt shingles: enough roofing material to cover the tops of nearly 17,000 homes.

These recycling efforts saved MoDOT \$20 million on highway projects last year alone. Beyond that, MoDOT reduced the amount of petroleum it used in its road construction program by 20 percent and significantly cut down the amount of shingles that went into Missouri landfills.

The asphalt mixture has proven to be very durable, more rut resistant and lower in cost - factors that can't be ignored in a highly competitive contracting environment. Check out other ways MoDOT recycles at www.modot.org/goinggreen.



Cathy Morrison

Realty to Roads Program Wins National Recognition

To put more money into state highway projects, we have been aggressively marketing property we no longer need for the state highway system. Those efforts have earned our Realty to Roads program national praise as a property management model.

The Federal Highway Administration honored the program with its 2010 Excellence in Right of Way award in the Technical Specialties category. The award recognizes outstanding innovations in property management and honors those who excel in improving the property acquisition process.

“State departments of transportation have traditionally been more geared toward buying right of way for highway projects than selling it,” said Kelly Lucas, director of

MoDOT’s Right of Way Division, who accepted the award. “We had to change the way we looked at property management and learn how to creatively move property we no longer needed.”

MoDOT has used innovative tools, such as statewide sales blitzes, to move excess property and its website provides virtual tours of properties for sale. The department also tracks property sales to gauge performance and ensure accountability.

The results have been positive for the state’s construction and maintenance programs. In fiscal year 2009, we removed 228 parcels from our inventory, double the 112 pieces of property sold in 2008. The fiscal year 2009 sales generated more than \$4.2 million for state highway improvements.



MoDOT Taking the TowPlow Nationwide

by Melissa Black

The MoDOT-developed TowPlow will soon be used for clearing roads across the country.

Missouri has been honored with the designation as a lead state in implementing the technology. MoDOT’s TowPlow was chosen to be a focus technology by the American Association of State Highway and Transportation Officials Technology Implementation Group.

“This is a very exciting honor for MoDOT,” said Tim Chojnacki, maintenance liaison engineer. “It means that MoDOT is leading the way in technology development and can serve as an example to others about how to work efficiently, and save time and resources.”

AASHTO’s TIG searches for outstanding advancements in transportation technology and invests time and money to accelerate their adoption by agencies nationwide. Each year, the TIG selects a highly valuable procedure, process, software, device, or other innovation that has been adopted by at least one agency, is market ready and is available for use by other interested agencies.

Now that the TowPlow has been chosen for implementation, the TIG will form and fund support for a lead state’s team

to promote expanded use of the technology. MoDOT will help serve on the team and guide the expanded use of the technology. The entire process can take a couple of years to complete.

“Our primary role as a lead state will be to share our knowledge about the TowPlow to help other potential users understand how it can benefit them,” Chojnacki said. “We’ll also be able to reduce the learning period for agencies choosing to implement and adopt the technology.”

The TowPlow was first used in Kansas City in January 2005. It is a steerable plow that is pulled behind a snowplow truck and is able to swing out to one side, which doubles the plow width of a snowplow truck. It allows snow to be cleared from a roadway with fewer trucks and operators, saving on labor and equipment costs.

With more than 50 TowPlows now in its fleet, MoDOT leads the nation in wide-plowing technology. During winter storms in Missouri, specially trained snowplow drivers do the work of two people with just one truck.

Information about past TIG technologies can be found at <http://tig.transportation.org>.

Virtual Weigh Station is Virtually Invisible

by DeAnne Rickabaugh

Want to have some fun with Interstate 55 travelers? Ask them to spot the new weigh station. Last month, MoDOT opened a weigh facility like no other in the state.

The first unique feature is its location. It is built into the ramp that takes traffic from I-55 South to U.S. 67 South near Barnhart, Mo. However, the most stunning attribute is that the site is completely electronic.

A weigh-in-motion scale built into the ramp weighs moving vehicles. Weights above a certain threshold cause special cameras to snap images of truck license plates and the USDOT number on the cab door. These images process instantly. The motor carrier is identi-

fied and information about the carrier is pulled from state and federal databases. If all is well, the truck moves on. If the truck is overweight or a problem such as a stolen license plate or unlawful operation is discovered, the law enforcement officer who monitors the location remotely can dispatch someone to stop the vehicle.

Images can be captured day or night, in clear or rainy and snowy weather. In addition to acting as a check on motor carrier safety, the scale can also record traffic data such a vehicle counts. The system was designed to be expandable. As new technology becomes available and affordable it will be added to the site.

What are your thoughts?

Fill out your employee satisfaction survey by June 25 to add your voice!

Surveys may be filled out during work hours or outside of work, then mailed back via the post office or interoffice mail.



June Service Anniversaries

35 Years		
Christopher L. Riney	D5	
Hubert R. Maddox	D5	
Donald R. Boultinghouse	D7	
Ronald C. Temme	CO	
Jack L. Huddleston	CO	
25 Years		
Jana L. Hughes	D1	
Larry K. Koenig	D2	
Daniel H. Skouby	D2	
Gregory D. Lay	D3	
James D. Burke	D3	
Dudley B. Newham	D4	
Billie D. Tucker	D4	
Laurie E. Wyrick	D5	
Stephen B. Jeffery	D5	
Larry D. Johnson	D6	
Kevin G. Steiger	D6	
Lise G. Susnic	D6	
Lawrence R. Brooks	D6	
Tommy L. Abercrombie	D7	
Greg L. Storm	D7	
Gary L. Vandergrift	D8	
Burt Pitchford	D8	
Jeffery J. Hogan	D8	
Judy E. Talbert	D9	
Rockey L. Martin	D9	
Marc H. Scheffel	D10	
Timothy R. Cox	D10	
Gregory G. Sunde	CO	
Dale W. Glenn	CO	
David D. Ahlvers	CO	
20 Years		
Marion L. Boyles	D1	
Todd N. King	D1	
Neva F. Attebery	D2	
Karen L. Johnson	D4	
Percy L. Houston	D4	
Kevin L. Eggemeyer	D5	
Kevin D. Glascok	D5	
Michael L. Dodge	D6	
Dustin L. Gannaway	D7	
Charles B. Brown	D8	
James D. Luther	D10	
Ronald D. King	D10	

June M. Pullum	D10	
Stacy L. McMillan	CO	
15 Years		
Roger K. Fitzpatrick	D1	
Ronald K. Snider	D1	
Stanley D. Chesnut	D1	
Daniel S. Brumagin	D3	
Kelly R. Neubauer	D3	
Alphonse A. Berghager	D3	
James E. Geisendorfer	D3	
Allan J. Ludiker	D4	
Bobby R. Slater	D5	
Leon Johnson	D6	
William B. Thomas	D7	
Donald D. Demshar	D8	
Nicholas J. Capra	D8	
Kendall L. Freeman	D9	
Daniel A. Sherbo	D9	
Pamela S. Racer	D9	
Tammy M. Hefner	D10	
Robin D. McKee	CO	
Douglas A. Record	CO	
Eric J. Curtit	CO	
10 Years		
Darby D. Logan	D1	
Warren L. Ratliff	D2	
Eugene W. Oser	D2	
Michaeline J. Frey	D2	
Ivy D. Yearns	D2	
Gerri L. Smith	D3	
Thomas K. Bichsel	D3	
Joseph P. Whelan	D3	
Lee Bearce	D4	
Brandon D. Daniel	D4	
Robin L. Green	D4	
Jimmie D. McBee	D4	
Joseph M. Bax	D5	
William M. Shirley	D5	
Sarah K. Kleinschmit	D5	
James R. Barnes	D5	
Douglas F. Branson	D5	
Christopher B. Licklider	D5	
Robert L. Hardin	D6	
Jeremy J. Overkamp	D6	
Donald K. Bouse	D6	
Sally L. Cox	D6	



Legislative Update

2010 Legislative Session Wrap Up

by Jorma Duran

Balancing the budget for fiscal year 2011 blanketed legislative discussion this past session. Add that at least 62 of the 197 elected officials won't be back for the next legislative session due to term limits, and you get a limited number of significant public policy issues that required attention.

A few transportation-related bills did pass. A waterways resolution was approved that will encourage Congress and the Corp of Engineers to keep in mind how valuable the Missouri River is to Missouri; not only for recreational purposes, but more so for transportation, drinking water and agricultural purposes. This is another major step towards redeveloping the Missouri River corridor. Water traffic has been almost nonexistent since 2002 due to low water levels and lack of infrastructure. Support from Missouri legislators will help towards keeping water levels consistent, and with that comes a resurgence of waterway traffic for multiple uses.

DWI reform was also agreed upon. Last year Gov. Jay Nixon called for change to a system he believed was "riddled with loopholes and dark corners." This



Cathy Morrison

new proposal will strengthen penalties for some offenders, offer persistent drunk drivers treatment for alcohol dependence and divert some DWI cases to circuit courts. Gov. Nixon said, "Missouri roadways will be safer as a result" with the passage of DWI reform.

Some of the transportation proposals not passing include the ban on text messaging for all drivers, allowing MoDOT/MHTC to construct "high occupancy toll" lanes and the passage of a primary safety belt law (which Kansas did pass this year).

In Memoriam

Active			
Richard P. Brouk	D6	April 3	
Retirees			
Gregory R. Brown	D4	April 2	
Donald W. Stuart	D3	April 8	
Janis K. Watts	D8	April 11	
Charles E. Taylor	D1	April 14	
John M. Cunningham	D4	April 15	
Larry E. Garms	D9	April 15	
Denzil E. Chamberlain	D4	April 21	
Kenneth "Kenny" R. Stams	D1	April 24	
Robert T. Gilbreth	CO	April 27	
Stephen "Steve" E. Clark	D3	April 28	

April Retirements

Name	Location	Years of Service
Iven Jincks	D2	34
George Street	D3	22
Dennis Cline	D4	24
Pauline Henderson	D6	14
Sharon Fuller	D6	23
LeRoy Brand	D6	5
Bobby Blandford	D6	6
David Watkins	D6	27
John McCulloch	D6	27



Archives Unit Moves

The Archives Unit has a new home. In April, the unit moved from their leased building in Jefferson City to 601 W. Main in Jefferson City, on the second floor. The move allows a cost-savings from no longer leasing a facility. They brought more than 3,100 drawers of MoDOT history with them, and that's 1,022 fewer drawers than when the process began. They moved boxes of documents requiring more than 2,300 feet of shelf space. The new space also houses approximately 70,000 files for the Chief Counsel's Office, managed by Legal Assistants Marybeth Hunton and Beckwith Crocker. The new location is smaller, so divisions were asked to review their materi-

als for what could be destroyed. Each division pitched in to help pitch what they could. The Archive Unit's main function is to store needed records for MoDOT. Materials include commission records, project files, contracts, reports and vendor invoices. A MoDOT retention schedule is under development to determine how long each record type is retained. The schedule will enable consistent retention of similar documents for all divisions and districts. The unit has had other changes as well. Up until last fall, index cards for each stored item were typed individually and catalogued by Senior Office Assistants Donna Ponder and Jim Allison. They have now moved to an efficient



Shaun Schmitz

The Archives Unit moved 3,138 drawers of records to its new space at 601 W. Main in Jefferson City.

spreadsheet system that allows them to quickly sort the data and search files. That results in a better experience for all employees that need to check about the availability of their documents. There are some interesting materials to be found, including chief engineer files from the 1930s and IBM ribbon belts that look similar to film and hold information from early commission meetings. There are hand-drawn design plans that detail how roadside park picnic tables, benches and outdoor ovens were to be built in the 1930s. Debbie Kraus, financial services manager for the Controller's Division, and the Chief Counsel's Office thank everyone who helped this move to become reality, from the divisions that narrowed down documents to the General Services Division that assisted with the physical move. "It was a really smooth process, and everyone's help enables us to manage well in a smaller area," said Kraus.

Unplugged

The department's mainframe has been shut down for the very last time, marking the end of an era for the Information Systems Division. MoDOT's first mainframe was installed more than 52 years ago. The first machine, an IBM 650, used only card input and output and was installed under the supervision of Roy Lilley. Lilley would become the Information Systems Division director in 1965. Data and applications have been moving off of the mainframe since 1999, with the Retirement System using the



Former IS Director Roy Lilley (sitting), circa 1957.

last application. Mr. Lilley returned to MoDOT on April 30 for the official shutdown.



Cathy Morrison

Senior Information Systems Technician Danny Marsh and Mr. Roy Lilley unplugged the mainframe on April 30.

Controller's Office Earns High Praise for Financial Reporting

For a second year running, three Financial Services staff members in the Controller's Office have received the highest form of recognition in governmental accounting and financial reporting. MoDOT received a Certificate of Achievement for Excellence in Financial Reporting for the comprehensive annual financial report it prepared for the Missouri Transportation Finance

Corporation. The award is given by the Government Finance Officers Association of the United States and Canada. Financial Services Manager Bev Schepers and Senior Financial Services Specialists Christina Wilkerson and Mary Sue Fontana prepared the MTFC's financial statements for end of fiscal year 2009. Their ability to communicate about finances in an open and transparent way and in a format that draws the interest of potential users



Cathy Morrison

(left to right) Controller Debbie Rickard, Senior Financial Services Specialist Christina Wilkerson and Missouri Highways and Transportation Commission Vice Chairman David Gach

helped them win the prestigious award a second time. "We are proud to be recognized for our transparency in financial reporting and will continue to strive for excellence in this area," said Christina Wilkerson of the Controller's Office. The MTFC is a nonprofit organization that provides direct loans for transportation projects within Missouri. It is housed within the Resource Management Division. The GFOA is a nonprofit professional association serving approximately 17,500 government finance professionals.

for more info

Connections Editor
Phone
E-mail

105 W. Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102

Laura Holloway
573.751.5985
laura.holloway@modot.mo.gov

D1

Northwest

Last Month's Events

by M. Elaine Justus



Mike Mooney

In celebration of Earth Day, District Office staff joined forces to pick up the trash on the Belt Highway on April 26.

Customer Service Representative Marcia Johnson, who is the Adopt-A-Highway Coordinator for the Northwest District, wrote, “I’d like to extend a HUGE ‘Thank You’ to everyone who braved the brisk wind and interesting roadside finds to help kick off the District Office’s Adopt-A-Highway pick up this morning. Fifteen bags of trash were collected in the half-mile of the Belt Highway between Cook and Karnes Roads, and will help count towards our District’s totals for the No MORE Trash! Bash.”

Participating were: Shelly Aebersold, Jaylon Ashburn, Dave Dwyer, Dave Earls, Steve Frank, Mary Longoria, Tony McGaughy, Mike Mooney, Jim Muehlbach, Holly Murphy, Scott Nett, Melanie Noel, Russ O’Daniell, Joyce Reynolds, Marcia Johnson, and Jack Smith.



Holly L. Murphy

In honor of Work Zone Awareness Week, KTU’s Bethany Office showed their colors.

KTU Constructors has an office in Bethany, Missouri, and when they heard about Work Zone Awareness Week, they wanted to do their part. Using orange crepe paper and a couple of barricades, they created a very stylish display. Unfortunately, the city officials

of Bethany were not aware of the occasion, and sent a building inspector to see if there was a problem with the 100 year old building they’re renting.



Holly L. Murphy

Maintenance Crew Leader Dave Yarnell and his granddaughter Claudia show off her winning poster.

Although her poster was not picked as a national winner, we all share Maintenance Crew Leader Dave Yarnell’s pride for his granddaughter Claudia’s entry. Claudia is a third grader at St. James Elementary School in St. Joseph, and she entered the ATSSA work zone poster competition last fall. Her poster reads, “Remember, it’s not all about you getting somewhere - it’s about them getting home.” To us, it’s definitely a winning entry.

The “Sound of Speed” airshow came to St. Joseph’s Rosecran’s Airport on the last weekend in April. A huge crowd of 60,000+ attended. There was major military representation present includ-

ing the Navy’s legendary Blue Angels, who performed a breathtaking formation fly-by against the afternoon clouds. The airshow ran smoothly thanks to the presence of MoDOT’s indispensable MEROC and the assistance of Traffic Liaison Engineer Rick Bennett, Traffic Communications Coordinator John Diggs, and Senior Systems Management Specialist Len Dedrick.



Holly L. Murphy

Traffic Communications Coordinator John Diggs gives an insider’s tour of the MEROC to Customer Service Representative Marcia Johnson.



Holly L. Murphy

The highlight of the airshow was the fabulous performance of the Navy’s Blue Angels.



M. Elaine Justus

The District’s excavator made short work of crushing almost 100 rejected child safety seats.

On April 22 the Northwest District hosted our bi-annual “Child Safety Seat Crunch” for the St. Joseph Safety & Health Council. Both organizations have been gathering and storing rejected child safety seats for the opportunity to crush them into very small pieces so they can never be used again. As usual, the local media turned out in force to do interviews and cover the event.



M. Elaine Justus

Officer Bradley of the St. Joseph Police Department awards a car to high school junior Derek Garver.

May 8 was a big day for LeBlond High School Junior Derek Garver. He was the big winner in the annual “I’m A Safe Driver” campaign for St. Joseph area high schools. The Northwest Region’s Coalition for Roadway Safety has sponsored this event for the last three years, and Cecil Myers Mitsubishi provides the car. This year’s car was a pristine, gold 2002 Mitsubishi Galant. Two other names were drawn before Derek’s. Neither was present (a drawing requirement), and one had a traffic violation which made them ineligible. Both losers will be notified.

First-Time Adopters

by M. Elaine Justus



Pat Ellis

The following was received in April from Pat Ellis of Bethany, Mo.:

“The family, friends, and neighbors of Clint Starmer joined together on April 10 to pick up trash along a two-mile stretch of U.S. 136, west of Bethany, Mo. The group of 22 individuals were able to finish the job in only 2.5 hours. Smiles and laughter were shared by all

who helped and Clint would’ve wanted nothing more than to see us all happy and gathering together as family. Clint meant the world to all of us and he is missed every day. Adopt-A-Highway is a fun way to celebrate the life of a loved one and to serve the community by volunteering.”

for more info

Community Relations Manager
Phone
E-mail

Elaine Justus
816.387.2353
margaret.justus@modot.mo.gov

3602 N. Belt Highway
St. Joseph, MO 64502

D2

North Central

A Historical Moment
President Obama in District 2

Macon was all a buzz last month with the visit by President Barack Obama to the Poet Ethanol Plant on U.S. Route 36. The president’s motorcade pulled into the plant about 12:20 p.m. and left about an hour later.

The morning began with briefing meetings in the district’s training room for a large group of Troopers from the Missouri State Highway Patrol led by Lieutenant Eric Olson of Troop B in Macon.



(top) President Obama’s motorcade leaving the plant. Above, onlookers await the president’s arrival.

It took 65 Troopers from the patrol as well as MoDOT personnel to get the president and his staff safely across U.S. 36 from Monroe City to Macon, and back again. Their efforts also protected motorists.

Chew it Up, Spit it Out, Clean it Up, Lay it Down



A pavement-smoothing project on six miles of Route 24 between Moberly and Huntsville will improve the driving surface and upgrade shoulders.

The contractor began with the existing 10-foot wide aggregate shoulders.



Although there are several steps to the final product, it goes something like this: first, a 4-foot section was removed with the milling machine (top left). Next, the machine spits out the rock

Slip Sliding Away...

In the spring if you mention a “slide”, what probably comes to mind is something fun that you find in a park. But the slide that was found in April on Route F in Randolph County was anything but fun for many of our maintenance workers.

On the third day they began digging out the bank and crumbled roadway with a track hoe. Once the damage was removed, materials were brought to the site and the dozer and track hoe began rebuilding the bank with new dirt and rock. When the bank was again stable,



Assessing the damage and calling for backup.

It had been raining for several days when the slide occurred on a Sunday evening. It looked like the edge of the roadway just snapped as the bank was washed away from the heavy rainfall.

Crews closed the road and rerouted traffic, unable to begin the reconstruction process as the heavy rains continued.

cold mix repaired the road surface.

When the rain stopped it only took the crews two days to make repairs and reopen the road to traffic. The finished product looked so good you would never suspect the damage crews had found just four days earlier. Great job!



Crews dig out the unstable material. At this point a section of the road surface is completely removed.



into a dump truck to be used later for entrance surfacing (top middle). The broom cleans up any residual debris (top right). Finally the new 4-foot asphalt shoulders are laid (right).

The asphalt shoulders will prevent edge ruts and will allow a rumble stripe to be installed. The outer 6-foot of the shoulder will remain aggregate.



The project also calls for a diamond grinding process on the six-mile stretch.

for more info

Community Relations Manager
E-mail
Route 63
P.O. Box 8
Macon, MO 63552

Tammy Wallace
660.385.8209
Tammy.Wallace@modot.mo.gov

D3

Northeast

President’s Visit Creates Memories for Many

Stephon Williams, general services technician, took some time off to see President Barack Obama. He was one of only 2,000 who had a ticket to the event in Quincy, Ill., last month. “It was a great experience; I felt honored to be that close to the president of the United States,” he said.

Rodney Osbourne, maintenance superintendent, didn’t get to actually see the president, yet the visit brought back nostalgic memories of his childhood, because the president ate lunch at a small cafe’ in Monroe City that his mom owned and operated for 33 years. “When I heard he ate there, I thought about my sister who was a waitress for many years and how she would have reacted to seeing the president come in,” he smiled as he recollected the many meals a week he and his family ate at “Tillie’s Sweet Shop,” now known as Peggy Sue’s.

Heath Otte, Shelbina maintenance supervisor, saw the motorcade and thought it

was interesting to be that close to him. He commented on how thorough the presidential staff are about preparing for their visit.

Ferdie Dames, Monroe City maintenance supervisor, said everyone was friendly and that the state patrol stopped by the next day and thanked them for working. “I thought it was neat that he stopped in Monroe City to eat and bought everybody in there their dinner,” he said.

Jackie Bordeleau, a construction inspector on the Route 36 four-lane project, thought it was “quite the show.” “I didn’t get to see him, but it was pretty cool to see the motorcade,” she said. “One of our contractors happened to be at the restaurant in Monroe City when the president came in to eat, so he was only five-feet away from him,” she added.

Greg Price, Palmyra maintenance supervisor said that even though it was a lot of work for us, it was neat he came to Missouri and visited with rural American people.



Scott Gough, NE District Engineer Paula’s husband, took pictures of the presidential motorcade as it went through Shelbina. The children from the elementary school held up banners welcoming the president.

Partnering with License Offices for Safety

The Northeast Regional Blueprint Committee is working with local license offices to help remind young drivers about the seat belt law.

“We simply asked them if they would be willing to provide a handout with a newly permitted driver’s license, and they said ‘sure!’,” explained Marisa Brown-Ellison, facilitator for the committee.

Just as impressive as the license offices’ participation is the willingness of other employees to help distribute the infor-

mation. “It’s always challenging to find the time to personally go to these places and ask for their help, yet we had two employees who volunteered to do this in their work area,” Brown-Ellison said. Marty Lincoln and Dennis Hollingsworth volunteered to ‘sell’ this idea to two other license offices.

Four license offices in northeast Missouri hand out a piece of paper that reads “As a new driver with a graduated driver’s license, it is the LAW to wear your seat belt 100 percent of the time.”

for more info

Community Relations Manager
Phone
E-mail

Route 61 South
P.O. Box 1067
Hannibal, MO 63401

Marisa Brown-Ellison
573.248.2502
marisa.ellison@modot.mo.gov

Around the District



The first Safe & Sound Bridge this year in the Northeast District got underway last month at Business 61 just south of Palmyra.



The Saturday Store was just one of many businesses in Canton who participated in the Operation Orange campaign. A press conference was held in front of the store, where the city presented MoDOT a proclamation of their commitment to work zone safety.



Skip Wilson, off-system bridge inspector, hands out litter information at the Burger King drive-thru window in Warrenton as part of the No MOre Trash Bash! for the Northeast District. Fifteen restaurants collaborated with MoDOT to distribute information.

Noteworthy Awards



Alan Williams, construction inspector, along with his wife, Valerie, were presented a Noteworthy Award for their efforts to engage Mark Twain High School to participate in the Battle of the Belt Program. Small, but mighty, could describe the couple whose primary goal was to help the high school leadership recognize the importance of participating in educational programs like the Battle of the Belt. “We have kids who attend there, and we just want to make sure they are all aware that driving is a privilege and to be safe, they need to buckle up,” Valerie said. Mark Twain High School ended up receiving a Bronze award for their participation.



Kim Armour, design, received a Noteworthy Award for her efforts to save about \$240,000 on right of way costs on the Route 47/Fairgrounds intersection widening and signal project in Troy. She is pictured on the right with Kim Trainor and Chris Knapp.

D4

Kansas City Area

Partnership Gives Employment and Hope to Homeless

MoDOT Partners With reStart to Create Job Opportunities for Kansas City Homeless

by Michele Compton

District 4 is undertaking a life-changing partnership that, if successful, will benefit participants as well as Kansas City.

This month, MoDOT and reStart Inc., an interfaith ministry that works with homeless persons, began a work program to employ homeless citizens. The workers pick up trash and beautify state-run roadways in the city’s urban core.

Paid a standard minimum wage, the new employees are given the necessary safety equipment and training, as well as transportation to and from the work site.

“It is a tough job market for people with experience,” said Evelyn Craig, reStart executive director. “These people have a spotty work history in

many cases. This partnership gives them the opportunity to build their resume. It also gives them the pride of earning an honest wage, something they may not have had for a while.”

ReStart provides shelter and supportive services to homeless men, women, youth and families with the goal of helping them move toward independence and self-sufficiency, and ultimately ending homelessness in our community.

In this partnership with MoDOT, six to nine homeless persons have the opportunity to go to work every day and earn a wage that will help them reestablish independence and potentially regain a home and security.

“We are very excited about this program,” said Beth Wright, district



A life-changing partnership between MoDOT and reStart puts many to work in an effort to reduce the number of homeless persons across the Kansas City area.

engineer. “We have been discussing this option with reStart for almost two years, it is amazing to see it finally coming together. If successful, this is something we may be able to implement in other areas of the city, expanding the opportunity for more participants.”

“Kansas City has the seventh largest homeless population per capita, 56

percent of which are mothers and children. In the past two years, nearly half of all the homeless households are experiencing homelessness for the first time,” said Craig. “In 2009, reStart served 7,501 homeless persons. Partnerships with organizations such as MoDOT have the potential to reduce that number greatly.”

Office of External Civil Rights – D4 Celebrates Disadvantaged Business Enterprise Graduation

by Gina Myles

On April 15, District 4’s Office of External Civil Rights held its graduation ceremony for the Disadvantaged Business Enterprise Supportive Services Pilot Program. The graduates received the Ewing Marion Kauffman Foundation’s FastTrac certifications, marking the completion of their two-year training in the Supportive Services’ entrepreneurship program. The graduation ceremony was held at the Bruce R. Watkins Cultural Center in Kansas City.

The graduating class consisted of business owners from several Kansas City area companies; Gene Ables - Gene Ables Construction, Anthony Arnold - A. Arnold & Associates, Frances Hannah - RL Hannah & Sons Trucking, Inc., Michael Hudson - Heartland Fabrication & Machine Inc. and Three Feathers Construction &

Sales, LLC, Emmett Shaw - Above Grade Construction Company, Vernal C. Stewart - SE3, LLC, Michael Shaun Thomas - Genesis Environmental Solutions, Inc., Deborah L. Thorburn - St. Joseph Fuel Oil & Manufacturing Company, Leonard Washington - America On The Go Plumbing and Bill White – White & Associates Real Estate Services.

The DBE Pilot Partnership Program was originally developed to address the needs of minority and women-owned companies that were State certified Disadvantaged Business Enterprise’s, seeking work on federally funded highway projects. The program provided a variety of services specific to the needs of each firm participating. The initiative used the internationally known Kauffman Foundation’s FASTTRAC business

development model to assist DBE firms to increase their capacity and business acumen in specific and measurable areas over a two-year period.

The DBE Supportive Services Pilot Partnership Program operates in conjunction with and is supported by the Business Assistance Center. The center offers in-house assistance or administers services from external pro-

viders such as: one-on-one business development counseling, coaching and facilitated and/or computer-based training/workshops, and internet accessible resource materials and data to participants in the pilot partnership program and other certified DBEs in all areas of business development, marketing and management.



The DBE Graduates, Program Administrators and District Engineer Beth Wright gather after the graduation celebration.

for more info

Community Relations Manager
Phone
E-mail

Kristy Hill
816.622.6327
kristy.hill@modot.mo.gov

600 NE Colbern Road
Lee’s Summit, MO 64086

D5

Central

Ceremony Celebrates Ground-breaking for Bridge Attachment

On May 12, state and local officials gathered on the north side of the Missouri River in Jefferson City to celebrate the beginning of a project to construct a pedestrian/bicycle attachment on the U.S. 54 eastbound/U.S. 63 northbound Missouri River Bridge.

“Over the years, many people have expressed the desire for a safer and more convenient connection across the river from the Katy Trail to downtown Jefferson City,” said MoDOT Transportation Project Manager Jason Vanderfeltz. “This is a great opportunity to improve safety for everyone using the bridge and to promote the area economy by encouraging people using the Katy Trail to visit Missouri’s State Capital.”

Over 60 people attended the ceremony, including representatives from the State Parks Foundation who are partnering with MoDOT, the City of Jefferson, and the Department of Natural Resources to construct the attachment.

District Engineer Roger Schwartz reminded the crowd that the Katy Trail is celebrating the 20th anniversary of its completion.

“The Katy Trail is an extraordinary recreational hiking and bicycling trail that runs across the state,” said Schwartz. “It is a valuable resource that enhances state and local tourism.”

Approximately 50,000 vehicles use the bridge every day. While there is a shoulder on the existing bridge for pedestrians and cyclists, the space is minimal and there is no separation from the high speed traffic.



Cathy Morrison

Cyclists and pedestrians will enjoy a safer and more convenient connection to downtown Jefferson City.

The new \$6.7 million bridge attachment will be eight feet wide and include two look out points with a view of the Missouri State Capitol. A ramp structure will be constructed on the north side of the river to allow access to the Katy Trail via the Missouri Department of Conservation public fishing area.

The work will be done by OCCI, Inc. of Fulton, Mo. Construction began in late May and will take one year to complete.



Cathy Morrison

The ceremony took place on the north side of the bridge at the Noren Public Fishing Access. The trail from the bridge attachment will end at the access area’s parking lot.

for more info

Community Relations Manager
Phone
E-mail

1511 Missouri Boulevard
P.O. Box 718
Jefferson City, MO 65102

Kristin Gerber
573.522.3375
kristin.gerber@modot.mo.gov

Area Engineer Begins Work at AASHTO in Washington, D.C.

by Holly Dentner

Area Engineer Erik Maninga has been selected by the American Association of State Highway and Transportation Officials (AASHTO) to join the organization on an engineering fellowship. The position will take him away from MoDOT for an entire year, but it’s an experience he couldn’t pass up.

“This is a chance to get a broader perspective of transportation issues on a national level,” said Maninga. “I’m joining the engineering staff at AASHTO to help develop policies and procedures related to highway design, maintenance, and engineering.”

AASHTO is a nonprofit association that represents highway and transportation departments in all 50 states. Its primary goal is to foster the development, operation, and maintenance of a national transportation system.

Maninga was selected for the fellowship after competing with other engineers from across the nation. He will work full time in Washington, D.C., for the next year. He began on June 1.

While Maninga says his coworkers on the I-70 corridor maintenance crew were surprised to hear that he had been selected for the fellowship, applying for it meant getting a letter of recommendation from MoDOT management.

“Erik has the full support of MoDOT and we believe he will represent us well,” said District Engineer Roger Schwartz. “This is the kind of opportunity that will be beneficial to our department and AASHTO.”



Holly Dentner

Area Engineer Erik Maninga oversees maintenance on the I-70 corridor between Oak Grove and Foristell.

Erik has worked at MoDOT for 16 years, and his current position at the district will be here for him when he returns. While he is looking forward to exploring the nation’s capitol, he said he will miss his home state.

“Of course I’ll miss my co-workers, friends, and family,” said Maninga. “I’ll also miss Missouri’s great hunting and fishing.”

Erik began at MoDOT at District 1 as a designer, and was promoted after five years to a field materials engineer position at Central Office. He moved back to District 1 and worked as an area engineer and as assistant district construction and materials engineer. He worked at District 4 for one year before joining District 5 two years ago.

Buckle Bear Coloring Pages Displayed at Capitol Building

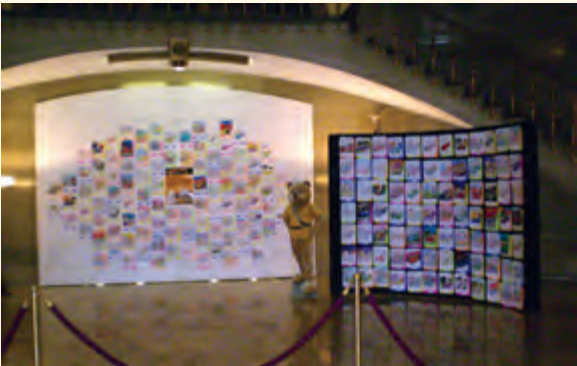
Children across Central Missouri got out their crayons and markers to help spread the message to Buckle Up and Arrive Alive!

Through the month of April, the Coalition for Roadway Safety’s Central Region group asked children to download a “Buckle Bear” coloring sheet and turn it into a work of art. Almost 200 coloring sheets were received and displayed at the Missouri State Capitol in Jefferson City on May 12-17.

“Our Buckle Bear coloring pages are a way to focus our educational efforts to

reach young children,” said Matt Myers, central region coordinator. “They can be creative and have fun, and we can remind them about wearing their seat belt at the same time.”

The importance of child passenger safety means buckling children in proper booster and child safety seats and making it “click” for the entire family as well. When Missouri drivers are not buckled up, 30 percent of children are not restrained either. When the drivers are buckled up, 98 percent of the children are too.



Holly Dentner

A life-sized cutout of Buckle Bear welcomes visitors at the Capitol Rotunda.

“We want every member of the family buckled up so everyone can get to their destinations safely,” said Myers.

The Coalition plans to display the coloring sheets at other locations in the Central Region this summer.

D6

St. Louis Area

Respect, Honor and Remember

District 6 remembered the 26 employees who died in the line of duty during the annual memorial event held during Work Zone Awareness Week. This year’s event took place April 22 by the Memorial Rock outside of the District Office. During this year’s event, the district included a new element in the

memorial. District employees set up channelizers with work vests, hard hats and steel toed shoes to represent the employees. During the ceremony, the family members or a MoDOT representative placed the hard hat on the channelizer when the employee’s name was read.



Lisa Berman, St. Louis Zoo outreach coordinator (standing), gives Bring Your Child to Work attendees an opportunity to pet one of the zoo’s Chinchillas. About 20 children attended the annual event.



District 6 had a formation of 26 channelizers to represent the 26 employees commemorated during its annual memorial event.



Eileen Feth, widow of Adolph Feth, places a hard hat on the channelizer during the memorial event. Feth was a Maintenance Crew Leader who lost his life in 1988.



Bill Schnell, District 6 Assistant District Engineer, presents roses to Kay Kampeter. Kampeter represented her son, Jeffrey McBride, a maintenance crew member who lost his life in 2007.



Mary George, widow of Eugene George, places a hard hat on the channelizer representing her husband during the memorial. George was a maintenance area supervisor who lost his life in 1979.

for more info

Community Relations Phone E-mail	Marie Elliott 314.453.1807 yvonne.elliott@modot.mo.gov
1590 Woodlake Drive Chesterfield, MO 63017	

D7

Southwest

District 7's Newest United States Citizen

by Wendy Brunner-Lewis



Mariano Monsalvo, Anderson intermediate maintenance worker, became a U.S. citizen in April.

When Anderson Intermediate Maintenance Worker Mariano Monsalvo became a U.S. resident in 2005, he immediately began the process of becoming a U.S. citizen. Five years later, and after many trips to the U.S. Citizenship and Immigration Services building in Kansas City, he became a United States citizen on April 16.

Monsalvo and his wife Cecilia, who was already a U.S. citizen, moved to Southwest City, Mo. (population 600) from Mexico City (population 25 million) in 1997. They came to Southwest City by way of McAllen, Texas, where Cecilia's family settled after moving from Mexico City.

Could You Pass the Citizenship Test?

Here are samples of questions applicants are asked on the U.S. citizenship test. How well would you do?

1. How many Supreme Court justices are there?

2. How many changes or amendments are there to the Constitution?

3. How many representatives are there in Congress?

4. Why did the Pilgrims come to America?

5. Who said, "Give me liberty or give me death"?

6. Who is the chief justice of the Supreme Court today?

7. What are the first 10 amendments to the Constitution called?

8. When was the Declaration of Independence adopted?

9. What were the 13 original states?

10. Who has the power to declare war?

11. Who selects the Supreme Court justices?

"Her father worked in McAllen one day and thought it was too hot," Monsalvo said. "He moved his family to the cooler climes of Southwest City to work." Monsalvo's career with MoDOT began in 2007. He has worked at the Anderson building all three years.

The day Monsalvo became a U.S. citizen, he was joined by 54 people from 35 countries, all with the desire to obtain citizenship. Applicants had to pass a written and verbal Constitution test. Monsalvo has three children: Damian, 14, Cristopher, 9 and Isabel, 4.

B.J. and the Bear
Maintenance Worker Encounters Bear on I-44

by Wendy Brunner-Lewis

May 5 was a normal day for Sarcoxie Maintenance Worker Brian "B.J." Jones as he sprayed weeds along I-44 in Jasper County. Then he encountered an injured black bear in the median.

"It all kind of happened at the same time," Jones said. "I saw a guy pulled over trying to get my attention at the same time I saw a bear lying down in the median."

Jones inched closer to get a better look at the bear, which he thought was dead at first. He noticed it was breathing, and it raised its head to look at Jones, but it was obviously injured.

An animal control officer with the Jasper County Sheriff's Department tranquilized the young male bear, and conservation agents took it to Main Street



Pet Care in Joplin. The bear had broken bones and severe internal injuries, probably from being

hit by a vehicle, and was put to sleep.

The veterinarian said the bear weighed 130 pounds and was about five feet long from nose to rump. It was probably 2 or 3 years old.

The Missouri Department of Conservation estimates the black bear population in Missouri to be around 300 to 400 bears.

Bryan Ozbun Receives OWL



Bryan Ozbun, left, accepts the OWL award from Corey Ennes.

In 2007, District Engineer Becky Baltz implemented the Outstanding Work Leadership (OWL) award to recognize employees who show examples of servant leadership.

The current holder of the award has to carefully choose the next award recipient. The new recipient is then asked to attend a management team meeting with the individual who honored him or her.

In April, Intermediate Equipment Technician Corey Ennes presented Cassville Regional Maintenance Supervisor Bryan Ozbun with the OWL award.

"I picked Bryan because he is a good crew leader, a hard worker and always has a positive attitude," Ennes said, who has been with MoDOT for almost two years.

Ozbun is a 14-year veteran with Mo-

DOT and is a part-time preacher at a small country church in his spare time. He started his career at the Jenkins Maintenance building, then moved to the Longview building and is now at Cassville. He was promoted to supervisor in October 2009.

"I believe what makes a good leader is someone who can achieve results, treats employees with respect, has a vision, is willing to inspire others and always keeps a good attitude," Ozbun said.

Past OWL recipients include: Patti Radley, Barry Weaver, Janet Doty, Sandy Cline, Mike Hudson, Becci Herron, Greg Storm, Vickie Ginder, Randy Branham, Gary Clinton, Tim Rice, Mark McCoy, Tony Gates, Doug Wilks, Justin Coyne, Mark Winningham, Ryan West, Mark Willis, Richard Arnall, Paul Today, Curt Sill, Phil Thieman and Jerry Ellis.

for more info

Community Relations Manager
Phone
E-mail
3901 E. 32nd Street
Joplin, MO 64804

Lori Marble
417.629.3300
lori.marble@modot.mo.gov

D8

Springfield Area

Bolivar Worker Honored For Helping Crash Victims

by Angela Eden

Stopping his snowplow to help people out of a wrecked car earned Bolivar Senior Maintenance Worker Lance Rash a dog bite and a MoDOT Certificate of Appreciation.

The certificate was presented April 28 by Don Hillis, MoDOT’s Director of System Management, in a visit to the Bolivar shop.

The crash happened in front of Rash as he was plowing Route 13 south of Humansville during a March storm. The car passed his truck, went out of control and flipped into a ditch on the right side of the highway.

Rash steered the plow onto the shoulder. He got out and ran over to the car which he found resting on its side with four people and a dog inside.

“I hollered at them and asked if everyone was all right,” he said.

As he began to help the occupants get out, the frightened dog bit him on his forearm and ran off.

Rash called the Highway Patrol to report the wreck and waited with the crash victims for a trooper to arrive. Then he climbed into his truck and went back to

plowing. Fortunately, no one in the car had to be taken to a hospital.

Rash said he didn’t think he did anything extraordinary by stopping to provide assistance. However, District Health and Safety Manager Gary McLarry thought Rash did enough to merit recognition.

“He was risking his own safety, his own well-being to help others,” McLarry said.

Assistant District Engineer Matt Seiler said, “It shows that our employees go beyond to help people.”



Don Hillis, Lance Rash

Angela Eden

Utility Veteran Retires

by Angela Eden

Utilities Senior Traffic Specialist Jackie Claxton

Service: 32 years (Hired Mar. 1, 1978)

Career: Rodman, Springfield Project Office, 1978-1980; crew worker to senior crew worker, Ozark Maintenance, 1980-1983; crew leader, Striping Crew, 1983-1988; construction technician, Sni-A-Bar Road Project Office (District 4), 1988-1989; construction technician to construction inspector, Springfield Project Office, 1989-2001; intermediate traf-



Claxton

fic specialist to senior traffic specialist, Utilities, 2001-2010

Memorable accomplishment: Helping with inspection of James River Freeway (Route 60) construction in south Springfield in early 1990s

Favorite duties: Traveling the district while working on Striping Crew; inspecting construction projects with former Resident Engineer Harold Menzies; working with utility companies on projects on state rights-of-way

Quote: “I got to see sights in Missouri I didn’t know we had. Missouri is a beautiful state.”

Post-MoDOT plans: Rest; travel; spend more time with her mother; take her two dogs to the lake; play pool; participate in target-shooting competitions

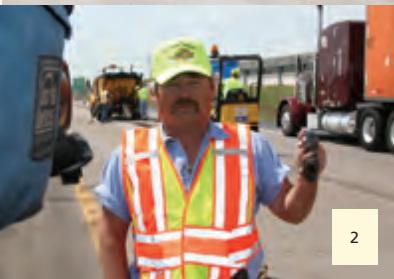
for more info

Community Relations Manager
Phone
E-mail
3025 E. Kearney
P.O. Box 868
Springfield, MO 65801

Bob Edwards
417.895.7713
robert.edwards@modot.mo.gov



1



2



3



4

Bob Edwards

D8 at Work

1. Repairing the pavement on the westbound I-44 center line at Lebanon are, from left, Senior Maintenance Worker Scot Stephenson, Intermediate Maintenance Worker Stan Shields, Intermediate Maintenance Worker Chad King, Senior Maintenance Worker Rusty Quick and Maintenance Worker James Simmons (on roller). King is from the Lebanon shop, the rest from the Conway shop.

2. Conway Maintenance Supervisor J.D. Collison does a television interview during Work Zone Awareness Week.

3. Transportation Project Manager Don Saiko, left, answers questions from visiting Iowa DOT engineers researching the crossovers along Route 65 between Springfield and Buffalo and the Diverging Diamond Interchange project at Kansas Expressway (Route 13) and I-44.

4. Carthage Construction Inspector Ryan Dingman, right, works with PCi Roads employees to test the air content of the concrete poured for Route 13’s new northbound lanes south of Bolivar. District 7 inspected the 7.5-mile long project.

“Talkin’ Transportation”
Call-In Radio Show

KWTO 560 AM, Springfield
10-10:50 a.m. Wednesdays
radiospringfield.com

D9

South Central

Bridge Dedicated to WWII Veterans

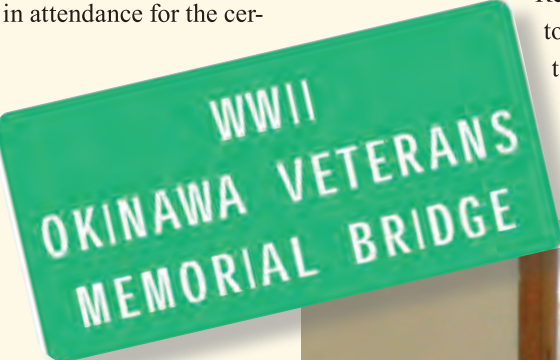
Veterans came from miles around to witness the naming of a bridge on Route 17, crossing the Gasconade River, as the WWII Okinawa Veterans Memorial Bridge. The structure was named to honor those veterans who fought in the Battle of Okinawa.

Rep. David Day, who sponsored the legislation and Sen. Frank Barnitz were in attendance for the ceremony and listened as the Helms family addressed the crowd. According to Ted Helms, the family wanted to pursue a dedication that would honor all veterans. “Our father, an Okinawa Veteran, would have been very proud to have the bridge named in honor of the many Missouri veterans

that fought along with him in Okinawa,” said Helms.

The WWII Okinawa Veterans Memorial Bridge was built last year, replacing a steel-truss structure. A piece of the former bridge was recently donated to the Pulaski County Historical Society Museum.

Rep. Day said he was honored to be part of the process. “Anytime we can pay tribute to our nation’s heroes, we should do it. That is what this naming does,” said Day.



Rep. David Day

District 9 Spreads Work Zone Safety Message

Motorists and employees in the South Central District were reminded to use caution when traveling through work zones during National Work Zone Awareness Week, April 19-25.

The district’s 3rd Annual Work Zone Summit on April 24 served as an opportunity for employees to share ideas, issues and best practices. According to D9 Superintendent Jim Clark, the summit provides an opportunity to get vital input from the workers on the front lines. “We know standards, but it’s important to hear and get input from those that are actually setting up and working in these work zones. That’s what will tell you if something is working or not,” said Clark.

District Engineer Tom Stehn opened the discussion by encouraging participants to ask questions and share suggestions on improving work zones. During the summit, participants were shown how to navigate the Engineering Policy Guide online, given instructions on changeable message signs maintenance, viewed a presentation on incident management, and were notified of upcoming revisions in work zone policy. Those attending also discussed flagging policy and brainstormed methods for increasing the return rate of work zone surveys from the public.

According to D9 District Safety and Health Manager Darren Petrus, the

event was a great success. “The summit is an opportunity for us all to get together and focus on setting safe, consistent, and uniform work zones. To be successful, it’s imperative that those employees setting up work zones be at the table when we are setting the direction for District 9,” said Petrus.

The public also had an opportunity to participate in supporting work zone awareness. The public saw orange at several locations, as businesses lit up their areas during Operation Orange. Participating organizations in the South Central District included:

- City of Rolla
- City of Saint Robert
- Decorations for Celebrations, West Plains
- Girl Scouts of Jacks Fork/Mountain View
- Great Rivers Distributing
- Howell-Oregon Electric Cooperative, Inc.
- Missouri Local Technical Assistance Program (LTAP)
- Missouri State Highway Patrol Troop G
- Missouri State Highway Patrol Troop I
- Missouri University of Science and Technology
- Phelps County Courthouse
- West Plains Civic Center



“Show Me Clean! Don’t be a litterbug!” Trash Can Wins Grand Prize

Potosi Elementary is the grand prize winner of the 2010 “Yes, You ‘CAN’ Make Missouri Litter Free” trash can decorating contest. Heather Reary’s first grade students focused on litter prevention and recycling by writing and drawing pictures. Their trash can and hard work won them the grand prize of \$600 and a trophy.

The prize trash can was decorated with dragonflies, butterflies, ladybugs, caterpillars and bees to support their theme of “Show Me Clean! Don’t be a litterbug!” Each student painted a bug and a portion of the ladybug lid and background.

Sen. Kevin Engler, Missouri Department of Conservation News Services Coordinator Joe Jerek and MoDOT Roadside Management Supervisor Stacy Armstrong talked to the Potosi first graders about the effects litter has on our environment, the importance of recycling and Peanut the misshapen turtle during the awards presentation.

The annual “Yes, You ‘CAN’ Make Missouri Litter Free” trash can decorating contest is sponsored by No MORE Trash!, Missouri’s litter prevention program coordinated by the Missouri Departments of Conservation and Transportation.



Mrs. Reary’s first grade class with Sen. Engler, their winning trash can and trophy.

for more info

Community Relations Manager
Phone
E-mail

Christi Turkleson
417.469.6203
christina.turkleson@modot.mo.gov

910 Old Springfield Road
P.O. Box 220
Willow Springs, MO 65793

D10

Southeast

Poplar Bluff Intersection Receives New Turn Lane



Electrician Mike Hyslop works to install a signal loop as part of the project to create dual left-turn lanes at the intersection of Route PP and Business 67 in Poplar Bluff. Thanks to the addition of a new left-turn lane, the intersection is now equipped to hold more vehicles. The new turn lane accommodates left turns onto northbound Business 67 from eastbound Route PP.

Property Sales Generate Money for D10 Roads

More than \$120,000 will soon make its way back to improving roads throughout Southeast Missouri. In the recent Realty to Roads blitz, District 10 sold three of four parcels, including a 42.2-acre property on Route 67 in Madison County, an 11.4-acre parcel on Route 60 in Butler County and the Campbell maintenance facility located in Dunklin County.

“The properties included in the blitz were no longer needed to build, improve or maintain our roadways,” said Senior Right of Way Technician Michael Smith. “By selling these



The 2.81-acre Butler County parcel located between the old Route 67 and the bypass south of Route M in Poplar Bluff is still on the market. The visibility of the property from any direction gives this site potential for commercial use.

properties, we will be able to put more funding into the D10 system and work towards improving travel for motorists.”

Smith added that the properties sold also offer commercial and recreational opportunities to the buyers.

“The blitz was a win-win situation for MoDOT, buyers and motorists,” he said.

D10 received a total of 10 bids for the three parcels that were sold. All of the parcels were sold over the minimum required bid amount, producing a total of \$120,690 for the Southeast District.

“We were very pleased with the outcome of the blitz,” said Assistant Right of Way Manager Debbie Couch. “D10 is reviewing plans to find additional excess properties and will continue to generate funds by marketing these parcels.”

As the Southeast District continues to market excess parcels, additional information will be available at www.modot.org/southeast/RealtytoRoads.htm.

Design-Build Kicks Off

Work on the first Safe & Sound design-build bridge in the Southeast District located on Route HH over Little River Drainage Ditch No. 41 in Stoddard County began March 30, and in slightly over a month the bridge replacement was completed. This is the 17th bridge in the Southeast District to be improved through the Safe & Sound program, getting D10 closer to reaching its goal of 86 bridge improvements by winter 2013.

“D10 began the design-build portion of the Safe & Sound program with almost all of the quick-start projects completed, which put us in the perfect position to pursue a very rigorous design-build schedule,” said Southeast Regional Field Engineer Andy Meyer.

Meyer explained the Stoddard County project was a great way to kick off the beginning of the design-build portion of the Safe & Sound Bridge Improvement Program.

“Design-build will replace 22 bridges in Stoddard County,” he said. “Stoddard County will receive more bridge replacements than any other Southeast District county, and we are pleased to begin delivering on our commitments.”

Additionally, the second design-build project completed on Route 61 over Buckeye Creek in Cape Girardeau County embodies the goals of the Safe

& Sound program by illustrating both flexibility and innovation.

The Buckeye Creek bridge project was accelerated a year to accommodate the low weight posting of the previous bridge. Proper coordination of this bridge replacement was necessary due to the Interstate 55 project that is currently underway from Fruitland to Biehle.

As far as innovation, the bridge was replaced with twin Super Cor® structures.

“The Super Cor® structures are prefab-



With one Super Cor® structure in place, contractors prepare to install the second structure on Route 61 over Buckeye Creek.

ricated metal culverts with concrete retaining walls,” said Meyer. “This is the first bridge of this type on Missouri’s state system.”

To celebrate the bridge’s completion, a ribbon-cutting ceremony was held on May 25.

For more information on the Southeast District’s Safe & Sound program, visit www.modot.org/southeast/safeand-sound.htm.



Contractors begin to construct the concrete retaining walls for the Route 61 bridge over Buckeye Creek in Cape Girardeau County.

D10 Retiree



J. Reece Johnson retired May 1 after 33 years with MoDOT. Johnson was a maintenance crew leader.

for more info

Community Relations Manager Nicole Thieret
Phone 573.472.6632
E-mail nicole.thieret@modot.mo.gov
2675 N. Main Street
P.O. Box 160
Sikeston, MO 63801

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Community Relations
Missouri Department of Transportation
P. O. Box 270
Jefferson City, MO 65102
573.751.2840
www.modot.org
1-888 ASK MODOT

Editor
Laura Holloway

Design Coordinator
Dennis Forbis

Comments & Suggestions

We would like to hear from you. Send comments and suggestions to Laura Holloway, editor
573.751.5985
Laura.Holloway@modot.mo.gov

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Wireless Hot Spots Popping Up All Over Missouri

by Melissa Black

This year is heating up fast with the addition of 28 new wireless hot spots across the state providing internet access in rural areas along several interstates. These new hot spots improve safety and traffic flow and help employees work more efficiently. They are a result of a partnership between the Missouri State Highway Patrol and employees from the Information Systems and Traffic Divisions.

“We recognized the benefits of providing wireless connectivity to all our staff when they are in the field,” said Eileen Rackers, state traffic engineer. “By providing this technological tool, we can improve work efficiencies for field staff, safety along the interstates, traffic flow, and our ability to provide

real-time information to the public.”

The 28 sites are located in rural areas along Interstates 70, 44, 29, 35 and 55 and provide network access for MoDOT employees similar to a work computer at home or in the office. Spots were chosen in eight districts where safe areas exist for staff to pull off the interstate and access MoDOT’s network to work from their vehicle. The locations have nearby commuter parking lots, rest areas and other safe areas to park.

“This is a natural extension to a workforce that is extremely mobile,” said Mike Miller, director of the Information Systems Division. “And it continues our partnership with the patrol,

building on earlier work that connects their buildings to our network.”

MoDOT also has coordinated this effort with the Missouri State Highway Patrol for troopers who work the interstate highways. Currently troopers are required to travel to their local zone offices to download data from their mobile computers. With these new hot spots, troopers could park within range of the hot spots, connect, and download everything from daily reports to in-car video.

“This is truly an example of how inter-agency cooperation and sharing of resources can improve the effectiveness and efficiency of employees,” said Captain Tim Hull, director of the MSHP

Communications Division. “Anytime we can decrease the time an officer spends in the zone office on reports, increases the time the officer is able to spend on the highways promoting safety.”

MoDOT staff began evaluating potential sites last fall, based on fiber access and safe access for employees to pull off the road. These locations are aligned with the closed circuit television locations currently being installed, due to the fiber connectivity at these sites.

The Information Systems Division contracted the project this spring and work was completed in May. Installation cost almost \$27,000.

Chipping Away at Costs Can Seal Better Deals

by Melissa Black

16

New recommendations for statewide chip sealing practices mean reducing costs without compromising quality.

Last year, a team comprised of district and Central Office employees worked together to review the existing chip sealing processes and develop quality assurance practices. The team reviewed equipment, materials, labor, and the best methods of application in order to establish an accurate cost tracking measure. The results of this team’s work can be obtained by contacting Organizational Results or the Maintenance Division.

“We want to drive down the cost, but keep the quality our customers deserve and expect,” said Jim Carney, state maintenance engineer. “Our goal is to ensure that chip seals are being completed in the most efficient and effective manner statewide.”

Chip sealing is a preventive maintenance treatment to keep roads in as



Bob Edwards

Gainesville Regional Maintenance Supervisor Jeff Hogan spreads chip seal on Route 5 in Ozark County.

good a condition as possible with the least amount of cost. It is one of the most cost-effective pavement treatments we use. A single layer of liquid asphalt binder is applied to an asphalt road and then covered with aggregate, which is then rolled so it is embedded into the binder. This helps to seal the fine cracks in the pavement’s surface and prevent water intrusion and

subsequent damage. Chip seals also prevent deterioration of the asphalt surface from the effects of aging and oxidation due to water and sun.

Chip seals are generally measured by their cost per square yard. However, the team wanted to establish a plan to ensure the continued quality assurance of the chip seals that are being completed on Missouri roads. This will be handled in several ways, including having a representative in each district as well as members of the statewide team performing quality assurance reviews on random projects. To further emphasize the importance of chip sealing, the Maintenance Division has created a D-Tracker to track the unit cost of district seals.

“We’re always looking for ways to get our jobs done better, faster and cheaper, and our results with the chip sealing best practices are encouraging to know we’re on the right track,” Carney said.